

1. DETECTABLE WARNING DOMES SHALL COVER 2'-0" IN LENGTH AND FULL WIDTH OF THE RAMP FLOOR.

2. CROSSWALK WIDTHS AND CONFIGURATION VARY BUT MUST CONFORM TO TRAFFIC DESIGN STANDARDS. PLACE ALL PAVEMENT MARKINGS IN ACCORDANCE WITH THE LATEST EDITION OF THE (MUTCD) MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.

3. PROVIDE WHEELCHAIR RAMPS AT LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER. LOCATE WHEELCHAIR RAMPS AS DIRECTED BY THE ENGINEER WHERE EXISTING UTILITIES MAY INTERFERE. WHERE TWO RAMPS ARE INSTALLED, PLACE NOT LESS THAN 2 FEET OF FULL HEIGHT CURB BETWEEN THE RAMPS. PLACE DUAL RAMPS AS NEAR PERPENDICULAR TO THE TRAVEL LANE BEING CROSSED AS POSSIBLE.

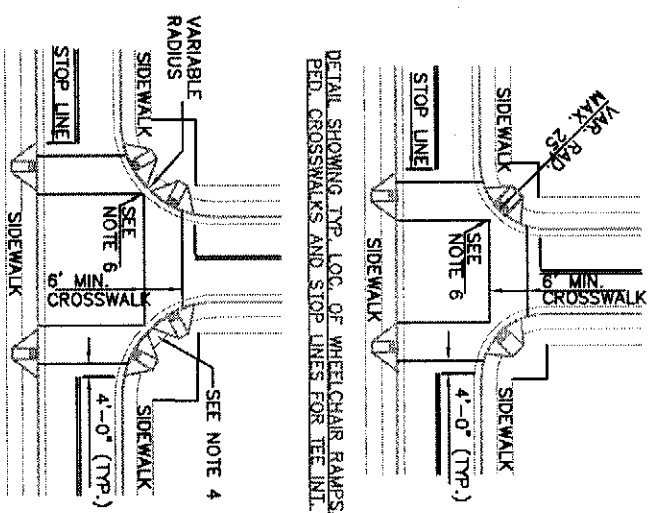
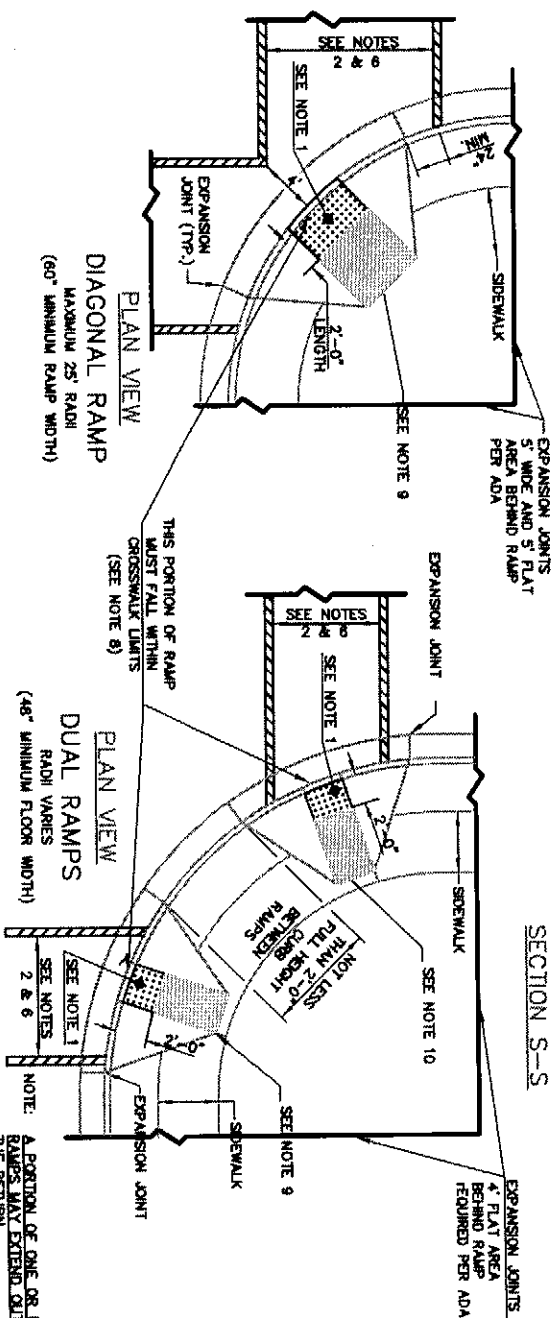
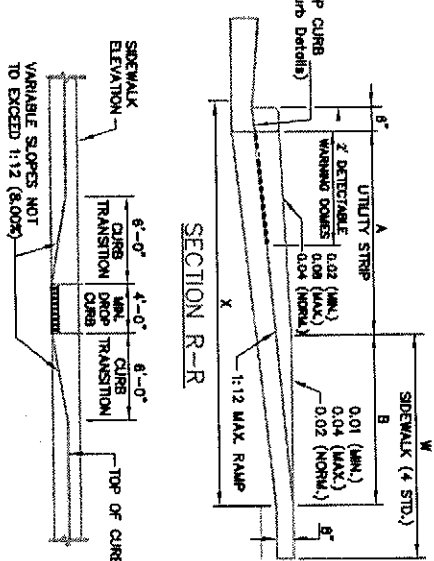
4. DO NOT EXCEED 0.08 (1:12) SLOPE ON THE WHEELCHAIR RAMP.
5. CONSTRUCT WHEELCHAIR RAMPS 48" WIDE X 48" LONG FOR DUAL RAMPS AND 60" X 60" LONG WIDE FOR DIAGONAL RAMPS.

6. PLACE A $\frac{1}{2}$ " EXPANSION JOINT WHERE THE CONCRETE WHEELCHAIR RAMP JOINS THE CURB AND AS SHOWN ON STANDARD DETAIL

7. COORDINATE THE CURB CUT AND THE PEDESTRIAN CROSSWALK LINES SO THE FLOOR OF THE WHEELCHAIR RAMP WILL FALL WITHIN THE PEDESTRIAN CROSSWALK LINES. PLACE DIAGONAL RAMPS WITH FLARED SIDES SO 24" OF FULL HEIGHT CURB FALLS WITHIN THE CROSSWALK MARKINGS ON EACH SIDE OF THE FLARES.

8. TERMINATE PARKING A MINIMUM OF 20 FEET BACK OF PEDESTRIAN CROSSWALK.

9. THE DETECTABLE WARNING PAD MUST CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK OR DARK-ON-LIGHT.

[illegible]CITY OF YONKERS
DEPARTMENT OF ENGINEERING

DATE:	07/15/2009
DWG NO.:	SDT1
SHEET:	1 OF 1
SCALE:	NOT TO SCALE
DRAWN BY:	JM
CHECKED BY:	JR

